

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

*Sole Agents for the
UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL, CARLILL & CO.
General Agents.*

NEW SERIES NO. 1108. 日一初月二十年四十二緒光 THURSDAY, JANUARY 12, 1899.

四拜禮 號二十月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 10,000,000
RESERVE FUND 6,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOREA NEW YORK.
LONDON LYONS.
SAN FRANCISCO, HONOLULU.
BOMBAY SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance;

On fixed deposits for 12 months at 5 per cent.
6 " 4 "
3 " 3 "
S. CHOW, Agent.

Hongkong, 3rd October, 1898. [382]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £34,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. Chow Tung Shang, Esq.
J. T. Lauts, Esq. Chia Kit Shan, Esq. Kwan Hoi Chuen, Esq.
Chief Manager: G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
On Current Account, Daily Balances 2 per
Cent. per annum.
Hongkong, 30th November, 1897. [18]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$ 9,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. J. J. BELL-IRVING, Chairman.
R. M. GRAY, Deputy Chairman.
C. Beurmann, Esq.

David Gublitz, Esq. A. I. Raymond, Esq.
A. Haupt, Esq. P. Sachse, Esq.
R. H. Hill, Esq. R. Shewan, Esq.
A. McConachie, Esq. N. A. Siebs, Esq.

Chief Manager: Hongkong—T. JACKSON, Esq.

MANAGER: Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDONS AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 13th August, 1898. [9]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1898. [10]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHARE-
HOLDERS £300,000
RESERVE FUND £450,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3½ "

3 " 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 24th May, 1898. [13]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON HANKOW.

CHEFOO PEKING.

CHINKIANG SWATOW.

FOOCHOW TIENSIN.

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on the
above places, and Sells Drafts and Telegraphic
Transfers Payable at its Branches and Agen-
cies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3½ per Annum Fixed Deposits for 3 months,

4 " 2½ "

5 " 3½ "

E. W. RUTTER,
Acting Manager.

Hongkong, 13th October, 1898. [137]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
KOBE.....	Mazagon	E. G. Andrews	Daylight, 13th Jan. Freight only.
JAPAN	Socotra*	T. H. Hide, R.N.R.	About 16th Jan. Freight only.
LONDON	Japan	G. K. Wright, R.N.R.	About 16th Jan. Freight or Passage.
LONDON, &c.	Chusan†	E. Street	Noon, 21st Jan. Freight or Passage.
JAPAN	Rohilla*	S. de B. Lockyer, R.N.R.	4 p.m., 21st Jan. Freight or Passage.
SHANGHAI.....	Ballaarat	C. L. W. Field	About 21st Jan. Freight or Passage.
			* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 12th January, 1899.

[15]

CHAMPAGNES,

SHERRIES,

PORTS,

CLARETS,

HOCKS,

WHITE WINES,

Telephone 75.

BRANDIES,

WHISKIES,

GINS,

ALES,

STOUT,

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 24th December, 1898.

[15]

D. C. L.

OLD TOM AND DRY GIN.

\$7 PER DOZ.

H. PRICE & Co.,
Sole Agents.

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1898.

[36]

CURRY
BY
THE HONGKONG HOTEL

W. POWELL & CO.

WOOL SHAWLS

AND

TRAVELLING WRAPS.

Hongkong, 11th January, 1899.

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(to)

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT, THOS. SKINNER.

DODWELL, CARLILL & Co., General Agents.

27] DODWELL, CARLILL & Co., General Agents.

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,

1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer

with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,

Manager.

Hongkong, 4th January, 1899.

[28]

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 14th instant, at 8.30 for 9 p.m. precisely.

Visiting Sir Knights are cordially invited to attend.

Hongkong, 28th May, 1895. [18]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept FIRST
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

To-day's Advertisements.

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the TENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 12th January, 1899, at HALF PAST ELEVEN O'CLOCK, A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1898.

The Register of Shares of the Company will be CLOSED from FRIDAY, the 20th January to THURSDAY, the 26th January, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.
General Agents for
THE WEST POINT BUILDING
CO., LIMITED.

Hongkong, 12th January, 1899. [61a]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 26th January, 1899, at 12 o'clock (NOON) for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1898.

The Register of Shares of the Company will be CLOSED from THURSDAY, the 19th January to THURSDAY, the 26th January, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,
Secretary,
Hongkong, 12th January, 1899. [61a]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FIFTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on MONDAY, the 10th January, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts declaring a Dividend, and electing Auditors.

The TRANSFER BOOKS of the Company, will be CLOSED from the 17th to 30th instant inclusive.

By Order of the Board of Directors.

T. ARNOLD,
Secretary,
Hongkong, 12th January, 1899. [62a]

NOTICE TO MARINERS.

DOVE ROCK BUOY.

I HAVE been informed by Telegram that the above Buoy is adrift

H. M. HILLIER,
Commissioner of Customs,
461 Kowloon & District,
Custom House,
Kowloon, 12th January, 1899. [62a]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notices to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 19th instant, and TUESDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 28th instant, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire insurance has been effected.

MELCHERS & Co., Agents.

Hongkong, 12th January, 1899. [62a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship

HITACHI MARU.

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Godowns at Kowloon, whence each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 18th instant will be subject to rent.

No Fire insurance has been effected.

All ship-damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent to this Office within ten days after the vessel's arrival here, after which no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 12th January, 1899. [59a]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NINGCHOW," FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., Ltd.

Agents.

Hongkong, 12th January, 1899. [59a]

To-day's Advertisements.

VICTORIA CHAPTER,

No. 525, E.C.

REGULAR CONVOCATION of VICTORIA CHAPTER will be held at FREEMASONS' HALL, TO-NIGHT, the 12th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 12th January, 1899. [59a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship

HAILOONG.

Captain Robson, will be despatched for the above Ports, on SATURDAY, the 14th instant, at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 12th January, 1899. [58a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

MOGUL.

will be despatched as above on TUESDAY, the 17th instant.

S.S. "ENERGIA" About 24th Jan., 1899.

S.S. "PATHAN" 2nd Feb., 1899.

S.S. "SIKH" 24th Feb., 1899.

S.S. "ARGYLL" 11th Mar., 1899.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 12th January, 1899. [58a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

NESTOR.

Captain Asquith, will be despatched as above on WEDNESDAY, the 1st February.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th January, 1899. [58a]

FOR NEW YORK (DIRECT).

THE Steamship

KENMORE.

Captain Ellis, will be despatched for the above Port on or about the end of February.

For Freight, apply to

CARLOWITZ & Co., Agents.

Hongkong, 12th January, 1899. [58a]

TELEGRAMS TO MANILA.

THE Joint Telegraph Companies inform us that it is only press messages which are being subjected to a censorship by the American authorities at Manila.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

THE "GLENAVON" ENQUIRY.

A Marine Court of Enquiry was held at the Office of the Harbour Master to-day respecting the circumstances connected with the loss of the British steamship *Glenavon*, official number 84,305, of Glasgow.

Commander R. Murray Ramsay, R.N., Stipendiary Magistrate presided, and the other members of the Court were Staff Commander Richard J. Rogers, R.N. (H. M. S. *Tamar*), Rupert Archibald, R.N.R. (Master, Empress of China); Harry Mowatt (Master, S.S. *Athenian*), William Archard Evans, (Master, S. S. *Monmouthshire*),

have been in Hongkong Harbour many times.

I have always stood over to get within a mile and a half of Chung Island in preference to working down by Lamun. Before leaving Harbour I set a course S. 34° W. I intended to run on that course until Chung Island was abeam. From there I laid off another course or S. 15° E. which would bring us 2 miles east of Linting and about one mile and a half off Linting rocks. I saw the 3rd officer take the beam bearing, but not the bow bearing of Chung Island. I did not check the beam bearing by the compass.

After she had run till Chung Island was abeam I went down to lay off the next course S. 15° E. and in the meantime she was running in the course S. 34° W.

It was about half a minute from the time Chung Island was reported abeam to the time the course was altered to S. 15° E. When I told the Chief Officer to look out for rocks he could see about a mile. At the speed we were going I expected to be abreast of Linting about 7.10 p.m. I am sure that the Chief Officer said he had seen the rocks, and that they were on the starboard beam. I felt sure that he meant both rocks and not only the first one. I went to see her head about this time but I did not see it as my attention was taken off by seeing the Green Island light; from this set a course S. 34° W. by compass.

The 3rd officer at that time was on the bridge with me. I pointed out to him Chung Island; there was a slight haze at the time. The lower part of the island was obscured, but the hill was quite clear. I told him to look out and take a four point bearing of the island and I left the bridge to verify the course. I found the second officer in the chart room, and with him I then made up the chronometers. I then went to the chart room to lay the position off. The 4th Officer came to the chart room and reported 14 miles, about 5.45 passed pilot light; at 5.54 I passed Green Island light; from this set a course S. 34° W. by compass.

The 3rd officer at that time was on the bridge with me. After the 2nd officer came and reported to me that there were eight mail bags on board, I told him "all right," and went on the bridge. I asked the 3rd Officer if Chung Island was abeam. He said "Not yet." I waited till he reported it abeam. It was then 6.34 p.m. I asked how long it had been on the 4 point bearing. He said nine minutes. I went down to the chart room to lay the position off. The 4th Officer came to the chart room and reported 14 miles, was the distance given by the 4 point bearing off Chung Island. The fourth officer had been on the bridge with the third officer all the time. I went to the bridge at 6.34 and found the Chief Officer in charge. He was steady at S. 15° E. I saw Linting was well open on the starboard bow. I told him to stand by the helm. There is little or no deviation in the southerly courses. When he reported her steady at S. 15° E. I saw that Linting was well open on the starboard bow. I told him that this would take the ship well clear of all dangers, and to keep a sharp look out for the Linting Rock and to let me know if she saw them, or if she was setting in at all. I told him I was going down to change my boats; my feet were very sore. Then I went and looked at the chart and laid off the beam bearing of Linting on the chart, and shaped a course from that for the Gap Rock. I assumed that we were about two miles off Linting. I returned to the bridge and found the Chief Officer on the starboard side of the bridge. I asked him at about 7 o'clock whether he saw any rocks and he replied that he had seen them on the starboard beam. I remarked that it was very hazy and that we seemed very close to land. He replied he didn't think so; then I said again "are you sure you have seen the rocks?" and he replied that he felt quite sure that he saw them. I was looking for them myself but couldn't see them. I saw all was clear ahead, and as the rocks were on the starboard beam I concluded we would go clear of everything.

I then went to the midship part of the bridge to see how her head was and I saw Linting rock open on the port bow. I gave the order hard a port and ran to the telegraph and signalled full speed astern. I looked to see if she was to clear; shortly afterwards she struck, not the rock I saw, but another rock. I gave orders to clear away the boats and save the passengers and mails. The carpenter sounded the well and found 8 feet in the hold. We sounded all around the ship and found 17 and 18 fathoms of water; I sent for the Chief Officer and told him to send all the boats away, except one. Then I put the engines ahead after the boats were clear. Everybody got into the boats except the Chief Officer. He heard the Captain say to the third officer "take a bearing of the island and let me know when it is abeam and the distance, off." He stood by to take orders. The third officer took the second bearing. When the third officer was taking the bearing, he (the third officer) did not know what Island he was taking. The weather was misty both outside and inside the harbour.

By the Court—I saw the Captain point an Island out to the third officer. I heard the third officer being told to take the bearing of the Island, and saw the Captain point out an Island to the third officer.

The Court was then adjourned until 10.30 a.m. to-morrow.

LOCAL AND GENERAL.

SIAM is expected to introduce penal legislation for crimes against the person, which is almost a translation of the Indian Penal Code.

THE directors of the Hongkong Land Investment and Agency Company, Ltd., have decided, subject to audit, to pay a dividend of ten per cent for the last year.

CAPTAIN ROBSON of the Douglas liner *Heiloong* reports passing a whistling buoy adrift, eight miles S. 25° W. from Cape Good Hope, at 6.10 p.m. on the 11th instant.

THESE is a growing demand for cricket bats in India, and the Punjab Forest Department states that "attention" has been given to the production of willow to meet the sight.

THE following will play for Mr. Looker's XI.

v. The Navy on Saturday at 4 p.m.—B. James, A. S. Anton, Lapsley, Looker, Wilson, "Jacko" R.A., Barlow, Mayson, Lethbridge, Sibbit, and Smillie. Navy play in colours.

A MR. F. C. Fabricius sends the *Rangoon Gazette* a sample of some wood found by him when digging a well. He says: "At about forty feet down I found the timber, then we met black mud and wood, and then black sand. The Burmese say that 150 to 200 years ago, the ground was under water and sailing vessels used to come up here, and that this wood is part of a sunken sailing ship. Some time ago, some Burmese in digging a well came across wood and also pieces of rope."

I then went to the midship part of the bridge to see how her head was and I saw Linting rock open on the port bow. I gave the order hard a port and ran to the telegraph and signalled full speed astern. I looked to see if she was to clear; shortly afterwards she struck, not the rock I saw, but another rock. I gave orders to clear away the boats and save the passengers and mails. The carpenter sounded the well and found 8 feet in the hold. We sounded all around the ship and found 17 and 18 fathoms of water; I sent for the Chief Officer and told him to send all the boats away, except one. Then I put the engines ahead after the boats were clear. Everybody got into the boats except the Chief Officer. He heard the Captain say to the third officer "take a bearing of the island and let me know when it is abeam and the distance, off." He stood by to take orders. The third officer took the second bearing. When the third officer was taking the bearing, he (the third officer) did not know what Island he was taking. The weather was misty both outside and inside the harbour.

The course was Kowloon Rock, mark boat off Lyceum Pass, Kowloon Rock and channel Rocks, and down to the line of Kowloon Point, 12 miles.

All the boats except *Meteor* in the first class and *Sle* in second class turned out and tested their

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

Following is the report for presentation to the shareholders at the eighth ordinary annual meeting, to be held at the offices of the General Managers, at 3 p.m. on Monday, the 16th January, 1899:

The General Managers beg to submit to the shareholders their Report on the working of the Company, with a Statement of Accounts, for the year ended 31st of December, 1898.

In the same way as in the previous year an interim dividend at the rate of \$1.50 per share was paid on the 9th July out of the half-yearly rental from the Hongkong and Kowloon Wharf and Godown Company, Limited.

The balance now, at credit of Profit and Loss Account, including the balance of \$348.21 from last year, amounts to \$4,287.18. After providing for the final Dividend at the above rate, absorbing \$3,900.00, there remains a small surplus \$387.18, which it is recommended to carry forward to new Profit and Loss Account.

AUDITOR.

The accounts have been audited by Mr. F. Henderson, whose re-election is recommended,

MEYER & CO.,
General Managers.

Hongkong, 10th January, 1899.

MANILA'S BRITISH CONSUL.

Capt. S. H. Harford, the newly-appointed British Consul at Manila, has a long service record. He entered the army in 1851, and served in the Crimea; he was present at the siege and assault of Sebastopol, and then served in the Indian Mutiny. He sold out in 1863. In 1875, he became Unpaid Vice-Consul at Sebastopol, resigned after 17 months' service, but was re-appointed five years later to the same post. In 1890, he was promoted to be Consul for the Canary Islands, to reside at Santa Cruz, Tenerife. He was transferred as Consul to New Caledonia in April, 1895.

SIAM'S LEGAL SYSTEM.

The young Siamese prince now in England has successfully passed an English Law Examination, and has, it is said, received an injunction from the King of Siam to pay a close and watchful attention to the English legal system and to forward him an explicit report in reference to it. The King, it is stated, intends to put the young Prince in an important position in connection with the administration of the new legal machinery which he is about to call into existence in Siam. His purpose is to remove even the suspicion of corruption from the administration of the law in his kingdom, and he believes that, in order to realise this, his wisest plan will be to follow the method of appointment in positions of judicial distinction pursued in England. The Prince's studies will be continued in England for another year or more.

MR. ASQUITH ON EGYPT.

The reconquest of the Soudan has been successfully and victoriously accomplished. The title of Egypt to the Upper Nile—a title the validity of which, in my opinion, does not in the least depend upon reconquest—has been asserted in the plainest and most direct fashion, and as events have happily turned out it is now clear that there is no chance of its being successfully challenged. A situation has thus been created which imposes upon us, as the agents and trustees of Egypt, an entirely new set of responsibilities. We hope indeed that a new market will be opened, not only for our own trade, but for the trade of the whole world. I am not myself so sanguine as some people appear to be of the rapidity with which that market will develop, or as to the dimensions to which it may ultimately attain. But however that may be we are face to face with the problem of administering the vast territory, reclaimed after the lifetime of half a generation from one of the most desolating forms of barbarism. Sir Henry Campbell-Bannerman (cheers)—the other day at Stirling very justly warned us against that pharisaical attitude of our international relations to adopt, and which, if we may trust the candid testimony of our neighbors, is one of the primary and most provocative causes of English unpopularity abroad.

But I think without any pharisaism we may fairly claim that wherever our countrymen have brought a subject population under their rule they have striven to justify the power which comes from superior strength, not merely by developing the material resources of the country, but by bringing into the minds and into the lives of the people, not as phantoms of the imagination, but as solid, vivid realities, the ideas of order, justice, and humanity. Nor have we stopped there. We have striven, within the expanding limits which the safety and the integrity of our own rule permitted, to associate the people with us in the task of governing themselves. And to make them feel this more and more surely should be the ideal, we will not say of a conquering, but of a consolidating and civilising Power—to make them feel more and more, year after year, and generation after generation, that they are not merely subjects but fellow-citizens by adoption. What we have done by ourselves when the matter rested entirely with us, in India and elsewhere, that we ought to do for Egypt also do, so long and so far as we are responsible for her action. I do not think that any better work has ever been done by Englishmen, Scotchmen, and Irishmen, in tilling the waste places of the world, in restoring civilisation and order to regions where they had disappeared, in implanting the seeds and the germs of a better social order upon barbarous soil, than the work which during the last fifteen years has been done in Egypt.

Now we have to carry on that work further. We have to develop and adjust it to meet new conditions; and for my own part have read with the greatest interest and welcome the proposals which have been recently put forward by that brilliant and successful general whose return to this country we have all been greeting lately—I mean Lord Kitchener. I have read, and I am sure you have all read, with the greatest satisfaction that the first thing which occurred to him on the morrow of his great conquest over these barbarous tribes was not, as some people would have had, the crude and barren notion of revenge. No, there is a far better way of doing honor to the memory of a man like Gordon than by revenging death. It was to erect upon the scene of his labours and heroism, upon the place where he suffered and died, an institution which would be a worthy memorial of his self-sacrificing and Christian life, where these barbarous and undeveloped tribes for whom he cared so much, and whom

it has been our happy destiny to release from the bonds of savage despotism, might learn the elements of knowledge and education, and might fit themselves for taking a part in the administration of their own affairs, and in the developing of their own social and political future. (Cheers). That, I venture to say, is an enterprise worthy of a great nation, and I trust, and I do not doubt, that it will receive the enthusiastic, the consistent, and the persistent support of all classes and creeds of Englishmen without distinction of party or opinion. (Cheers).

JAPANESE RAILWAYS.

Interesting figures on the rapid development of Japanese railways have been recently given by a Berlin paper. Although only 26 years have elapsed since the first Japanese railway was built, and though the Japanese Government for many years treated railways as a State monopoly, yet at the beginning of 1897 there were already 2,500 miles in operation, and 3,000 miles either being made, or else planned. Thirty-three private companies have 1,869 miles of railway in working condition, and are engaged in building 2,163 more miles. So far they have expended a sum of 160,420,000 yen (one yen equals about 25), of which 87,730,000 yen is for railways completed. The sum expended on State railways is 48,980,000 yen. All the lines, except the Tokyo-Yokohama line, are single ones. The Government guarantees private companies which build railways a dividend of four per cent. In the year 1896-7 the number of persons carried on all railways was 65,110,000, and of goods 6,700,000 tons, or 153 per cent, and 207 percent, respectively more than in 1891-2. The State lines possessed 183 locomotives, 796 carriages, and 2,328 goods wagons; private companies 429,147, and 6,540 of each respectively.

A PLAGUE COMMISSION AT BANGALORE.**THE EFFECTS OF INOCULATION.**

The following is a résumé of some of the evidence taken by the Plague Commission which met at Bangalore on December 12th—Captain Roe, Royal Engineers, Chief Plague Officer in the Cantonment, said he thought that segregation had been a great failure. In his experience when a case was reported half the people of the house ran away, and by the time the medical officer reached the spot, the house was usually quite abandoned. He was not personally aware that plague was spread by human agency, nor that dead rats preceded the appearance of the disease. In regard to antiseptics used for disinfecting, witness mentioned pinoline as being one of the liquids employed, but the Commission were ignorant of its properties, and witness not being a medical man could not enlighten them. He thought it quite possible for an inoculation certificate to be passed on to other persons after the death of the rightful owner. He attributed the fear among natives of segregation to disinfection and loss of property; but with the altered policy as to segregation there was a perceptible improvement.

Major Deane, R.A.M.C., the next witness, said that as to the means of communicating the disease, from his observations here and in Bombay, he had formed an idea that infection could be conveyed just the same as any other disease. He could not say infection could be conveyed one way more than another. He could not say whether it was conveyed by mosquitoes, fleas, rats, etc. People attending plague patients in hospitals might carry infection through their clothing, and he mentioned the fact of four ward servants in the hospital under his charge here being attacked, three of whom died. They had all been inoculated at Poona, but he did not know how long ago. Speaking of segregation, he said it had its drawbacks. He had seen cases of plague following upon inoculation. Since he took charge on November 20th, there had been 40 or 50 such cases; but he gave an instance of a family which was sent to hospital, one of whom was not inoculated, contracted plague, and all the rest, who had been inoculated, escaped. He could not speak from personal experience about rats conveying the disease.

Colonel T. McCann, Principal Medical Officer, Bangalore District, spoke as to plague among the military followers, and detailed the measures adopted to stamp it out, which consisted chiefly in the evacuation of huts, disinfection and inoculation. The latter was very slow work at first, but when British officers were openly operated on, the native troops followed largely. In the 2nd Madras Lancers a large number of second inoculations had been carried out. There had been only one case among the European British troops, which had not been inoculated yet, because it was not considered necessary and had not been done elsewhere. Personally, he believed in inoculation as a preventive of plague. He had known of persons dying shortly after inoculation, and had concluded that they had plague in their system at the time of inoculation. Among the followers and their families the mortality had been small, which he attributed to inoculation combined with disinfection.

Colonel Dobson, I.M.S., Residency Surgeon, said the antiseptics used were perchloride of mercury, carbolic acid, and McCloud's powder. He also used phenyle and pinoline. He prescribed perchloride of mercury one in 1,000 and one in 2,000, the perchloride being made up with salt. He did not hold himself responsible for the disinfectants used, because the District Magistrate interfered and appended his name to witness's list of instructions. He noticed that plague ran a milder course among inoculated persons. He had had several plague cases develop in the Civil Hospital, of which he had charge. Very few who were admitted into the plague hospitals but did not suffer from plague. Among the menial establishment of North Camp Hospital, three ward servants were attacked, of whom two were inoculated, and all died. Thirty-eight inoculated patients were admitted up to date, 10 of whom had died. No special treatment by drugs served to do any good, but among the cases attended to early, with proper nursing and nourishment, the results were good. Four hospital assistants out of 62 were attacked with indigenous plague, 3 were inoculated, 4 died. Of the servants obtained from Poona, who were all inoculated, one died. At the South Plague Camp the mortality was 55 per cent, the duration of illness two and a half days. None of his hospital establishment were attacked. The patients admitted were for the most part from the poor labouring classes. Witness was unable to explain the percentage of mortality in contact camps. It was really lower than among people who had no contact. There was a definite rule as to floor space in hospital wards, each patient having 120 superficial feet. It was not half that in the plague hospital here.

RUSSIAN INTOLERANCE.

The signature of an agreement between the Canadian and Russian Governments for the transfer to the Canadian North-West of 3,000 Dukoborts from Caucasus is announced by the Ottawa correspondent of the *Globe*. They are exiles on conscientious grounds, as they belong to a sect which refuses to bear arms, and the Empress Dowager, who heard of the case from her invalid son, obtained from the Tsar his consent to their petition to be allowed to emigrate. The first party of 1,322 will leave Baitoum on December 16th, in the steamer Huron, in charge of Count Sergius Tolstoi, the son of the celebrated author and philanthropist. A second party of about 2,000 will leave ten days later in the steamer Lake Superior, and, after wintering in Winnipeg, where arrangements have been made for them, they will probably be forwarded to the Calgary and Edmonton districts. (Cheers).

THE QUEEN AND HER SOLDIERS.

For the third time during the present year the Queen has paid a visit to the military hospital at Netley in her unfailing sympathy and solicitude for the soldiers who have been struck down by wounds or illness in active service for the country. In February and May she went to see the men who had returned invalided from the dangers of the West Coast of Africa and the North-west frontier of India, and on Saturday last she again graciously visited the hospital without ceremony or display to show her womanly solicitude for the men who had been stricken down in the Soudan. The Sirdar was there to meet her Majesty, and to assist her in the distribution of the medals to the hundred and eighty patients entitled to them for the Atbara and Omdurman campaign. After pinning medals on the breasts of Sergeant Benson and Private Davidson of the Royal Army Medical Corps, she resigned the remainder of the long task to the Sirdar. She then visited several of the wards, and spoke to some of the men who were unable to parade with their comrades in the corridor, and in the Roncen rays department allowed an impression of her hand to be taken. Even medals and proud consciousness of duty done are enhanced by kindly sympathy, which is no less true and womanly because it is Royal.

SHALL WE PROCLAIM A PROTECTORATE IN EGYPT?**THE HONGKONG TELEGRAPH, THURSDAY, JANUARY 12, 1899.**

THE P. M. S. Co.'s steamer *China* with masts, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 7th instant.

HONGKONG AND WHAMPoa DOCK RETURNS.

Istdora Pons..... at Kowloon Dock.

H.I.G.M.S. Kaiser.....

H.I.G.M.S. Moewe.....

H.I.G.M.S. A'tao.....

Athenian.....

Isla de Cuba.....

Isla de Luson.....

Aniyo.....

Oto.....

Yuensang.....

Swatow.....

Momnouthshire.....

Lycnoon.....

Guthrie.....

Olympia.....

Kongteng.....

H.I.G.M.S. Gefion.....

Cosmopolitan.....

Changsha.....

Paranita.....

Aberdeen.....

Glenogle.....

SWATOW.

Arrivals from Agents.

Jan. to Hongkong Amoy L.Y.S. & Co.

to Hothow Amoy B. & S.

to Whampoa Shanghai B. & S.

to Haifong Hongkong J. M. & Co.

to Haileong Amoy J. M. & Co.

Departures for Agents.

to Whampoa Hongkong B. & S.

to Nanchwang Chefoo B. & S.

to Macchew Bangkok B. & S.

to Chilli Shanghai B. & S.

to Hongkong Spore L.Y.S. & Co.

to Haifan Amoy J. M. & Co.

to Haileong Hongkong J. M. & Co.

IN PORT—Hothow.

PASSED THE CANAL.

Outward—Dec. 13th *Norman Isle*; Dec.

16th *Vin Bras*; Dec. 20th *Genesee*, *Ettrick*;

Dec. 23rd *Wennington Hall*, *Tonkin*;

Dec. 27th *Manila*; Dec. 30th *Antenor*, *Boym*,

Savio; Jan. 3rd *Sydney*, *Trieste*, *Serbia*;

Jan. 6th *Glenarry*, *Silesia*, *Nerite*; Jan. 10th

Melampus, *St. Andrews*, *Edou*.

Homeward—Jan. 10th *Melbourne*.

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.

Barometer 29.818

Thermometer 80.1

Humidity 77

Rainfall 8.58

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.

Barometer 29.818

Thermometer 80.1

Humidity 77

Rainfall 8.58

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WEATHER REPORT.

On date at 4 p.m.

Barometer 29.818

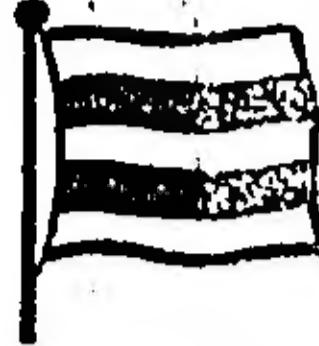
Thermometer 80.1

Humidity 77

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	{ YOKOHAMA, KOBE, KURE and MOJI }	TO-MORROW, 13th January, at Noon
KAGOSHIMA MARU	{ KOBE and YOKOHAMA }	THURSDAY, 19th January, at 4 P.M.
R. Nihon	{ NAGASAKI, KOBE and YOKOHAMA }	THURSDAY, 19th January, at 4 P.M.
KASUGA MARU	{ HAMA }	FRIDAY, 20th January, at 4 P.M.
E. W. Haswell	{ SHANGHAI, CHEMULPO }	SUNDAY, 22nd January, at 4 P.M.
J. Nagao	{ NAGASAKI }	THURSDAY, 26th January, at Daylight.
INABA MARU	{ MARESILLES, LONDON & ANT. WERP, via SINGAPORE, PENANG, COLONBO and PORT SAID }	THURSDAY, 26th January, at 4 P.M.
KINSHU MARU	{ SEATTLE, (WASH., U.S.A.) VIA KOBE, YOKOHAMA & VICTORIA, B.C. }	THURSDAY, 26th January, at 4 P.M.
W. Brady	{ VILLE, BRISBANE, SYDNEY and MELBOURNE }	FRIDAY, 27th January, at 4 P.M.
TOKIO MARU	{ and MELBOURNE }	

* Through Passenger, Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 12th January, 1899.

[6]

STANDARD OIL COMPANY
OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test),

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

1300] ORDERS SOLICITED and LOWEST PRICES QUOTED.

Dr. KNORR'S

Dr. OVERLACH'S

ANTIPIRINE

MIGRAINE

"LION BRAND"

(ANTIPIRINE—CAFFEEINE—CITRATE).

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water.

Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS.

NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark).

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possess similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA

REBATE OF SPURIOUS IMITATIONS.

[34]

TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute, so that Deaf Persons who have not the means, to procure the Ear Drums may have them free, Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS,

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCKAT
REASONABLE PRICES.

Hongkong, 14th May, 1895. [39]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.J. EYES
FLUID
THE DEST
DISINFECTANTAVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings,
Hongkong, 9th March, 1897. [41]KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
33, WATER STREET, YOKOHAMA
and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

SAINTARY SOFT
SOAP.DINING-
ROOMS.ANTI
CORROSIONSANTI
FOULINGSMANU
FACTORY

all sorts of

OIL PAINTS and COLOUR-WASH

PREPARED IN ALL COLOURS

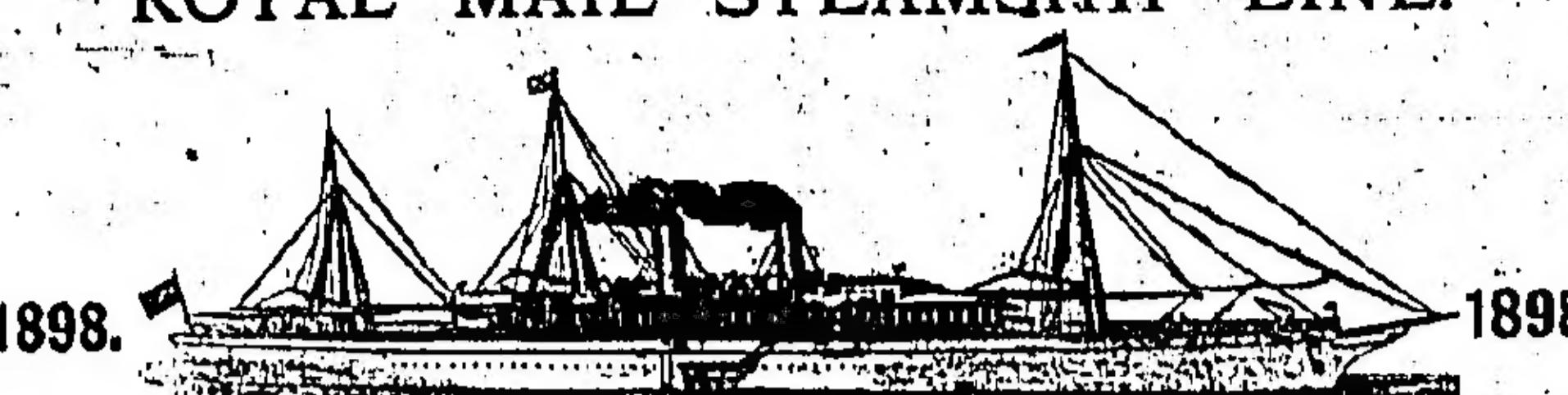
TO SUIT PURCHASERS.

GENERAL AGENCY.

BAILEY'S ENGINEERING AGENCY,

17, PRAYA-CENTRAL

Opposite the Telegraph Office.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1898.

1898.

Mails.

Mails.

NORTH
GERMAN LLOYD.

[Freight Service]

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTURIA	HAVRE, HAMBURG/BREMEN.	16th
Hahn	(LONDON with transhipment in HAMBURG)	January
D. RICKMERS	HAVRE, HAMBURG/BREMEN.	About 6th
Pape	(LONDON with transhipment in HAMBURG)	February
*SARNIA	HAVRE, HAMBURG/BREMEN.	About 15th
Ehlers	(LONDON with transhipment in HAMBURG)	February
SUEVIA	HAVRE, HAMBURG/BREMEN.	About 15th
Foerck	(LONDON with transhipment in HAMBURG)	March
WITTENBERG	HAVRE, HAMBURG/BREMEN.	About 31st
Madsen	(LONDON with transhipment in HAMBURG)	March

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 9th January, 1899. [98]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHISON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City..... | 3,002 | | Jan. 21

Carmarthenshire..... | 2,929 | | Feb. 14

THE Steamship

"CARLISLE CITY,"
will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on SATURDAY,

the 21st instant. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 7th January, 1899. [130]

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC,"
(via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama) Tuesday, 31st Jan.,
1899, at Noon.Doris (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama) Saturday, 25th Feb.,
1899, at Noon.Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama) Tuesday, 21st March,
1899, at Noon.

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA; YOKOHAMA and HONOLULU, on TUESDAY, the 31st instant, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 6th January, 1899. [3]

NOERDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADED, SUEZ,
PORT SAID, NAPLES, GENOA,ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

CALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen..... | Wednesday | 1st Feb.

Sachsen..... | Wednesday | 1st March.

Bayern..... | Wednesday | 29th March.

Prinz Heinrich..... | Wednesday | 26th April.

Preussen..... | Wednesday | 24th May.

ON WEDNESDAY, the 1st day of February, 1899, at 9 A.M., the Company's Steamship PREUSSEN, Captain C. Heinz, with

MAILS PASSENGERS SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENDA.